

rate must stand over—Jack must get his death through a broken window—our fire-insurance can't be paid so we shall all fall victims to the devouring element—we can't go to Margate, and Caroline will go to an early grave—the dog will come home and bite us all mad—the shutter will go banging for ever—the boat will always fall—the mice never let us have a wink of sleep—thieves be always breaking in the house—and our dear Mary Anne be for ever left an unprotected maid—and all, all Mr Caudle, because you will go on lending five pounds!—after which the amiable Mrs. Caudle dropped asleep.—*Punch*.

# DREADFUL CASUALTY—TOTAL WRECK OF THE STEAMBOAT SWALLOW—SEVERAL LIVES LOST!

The people of this City were thrown into great excitement yesterday morning by the startling news (first published in *The Tribune Extra*) of the loss of the steamboat *Swallow* (Capt. Squires,) and of the lives of several passengers, which happened on Monday evening, about 8 1-2 o'clock, near Athens and Hudson. The following letter from Rev. Mr. Harrington of Albany, was received by us on the arrival of the Rochester, and immediately issued in an Extra:

My Dear Friend,—You may value a few lines from an eye-witness, descriptive of the terrible accident which befel the *Swallow* last evening. At about 8 o'clock, when going at a rapid rate, the boat struck on a small rock island abreast the town of Athens and the city of Hudson. I was sitting in the upper saloon in conversation. At the first severe shock the passengers rushed below, but fears were calmed for a moment by the outcry that we had only come in contact with a raft. But our ears were speedily assailed by the appealing sounds of the rending of timbers, and the evident destruction of the boat; while the stern settled with frightful rapidity. Those who had "turned in," in the after cabin, had barely time to leap from their berths, before the water was upon them. You can imagine the horrors of the scene at this moment, when more than three hundred souls were thus exposed in the midst of falling snow and almost utter darkness. As the water reached the boiler fires a sheet of mingled steam, smoke and flame poured into the boat, illuminating the ghastly countenances with a sudden glare of vivid light, and completing the consternation. The conviction that the curse of fire was to be added to our other imminent perils, curbed the resolution of the stoutest hearts. But the rapid sinking of the boat extinguished the fires, and all was darkness again.

In less than five minutes, by the blessing of God, the stern rested on the bottom of the water being above the windows of the aft saloon state rooms. Several females were drawn out of the state rooms by dashing in the windows; two almost exhausted—one very aged, and now lying on board this boat in a precarious situation—were taken from the Ladies' Cabin by cutting through the floor. They had sustained themselves on settees, with only a few inches of breathing room for their faces. The boat had been forced high and dry upon the rock, and the bow, split open amidships, was left rising almost perpendicularly upward, covered with anxious beings clinging to the bulwarks. The remainder of the passengers were sadly grouped on the forward upper deck, many bewailing the absence of dear companions, and actuated by the most dreadful apprehensions for their fate.

By this time the alarm had been thoroughly communicated to the shore on either side. The bells of the churches began to ring, and the river was soon covered with torches, waving in the fleet of boats that put off to our assistance; while the Rochester, which had found it difficult to get to us and the Express, which had now come up, were gradually approaching along side. The sound of the bells pealing on the air, the shouts of those in the boats, the light of the waving torches and the wailing grief of many on the wreck constituted features of a most impressive scene.

In the course of an hour all were taken off who remained. In the Rochester, the past seeming like a terrible dream, I am approaching the city. It can scarcely be that that several are lost. Many leaped immediately overboard in the frenzy of mind which precluded the power of self-preservation in the water. The doors of the most of the State-rooms were so sprung at once, as to be immovable, and examination will probably discover the dead within some of them. I can scarcely hope otherwise.

The boat is a complete wreck. It was a mournful sight as we cast off from her side. The Captain behaved nobly—calming fears, and making his voice heard every where in advice, with the most thorough judgment and self-possession. The baggage is all deep under water, and will be recovered only in a damaged state.

Our hearty thanks are due to the officers of the Rochester and Express for their prompt assistance and untiring assiduity to save every thing that hand could be laid on.

Friends in the Rochester tell me that the yell of agony, as they describe it, which came to their ears from the sinking boat, was of a character never to be forgotten.

Yours, truly,  
HENRY F. HARRINGTON.

N. B.—*Morning*.—The apprehensions of loss of life which I have expressed above, are fully realized. Several females were seen to be washed off by the water as it rose above the guards, and all, it is thought, could not have escaped from the cabin. Several on board our boat have nothing but their night dresses.

The Evening Gazette of yesterday says:

"Capt. Crutenden states that when nearly opposite Hudson, he was just preparing to go up to the pilot's room of his boat, the Rochester, when he heard the pilot ring the bell to slow, and immediately afterwards the bell of the *Swallow* rang also. He ran up stairs, and when he reached the deck discovered the *Swallow*

sinking. At this time he was about 390 yards astern, and by the time he got alongside of the *Swallow* her hurricane deck was under water. Capt. Crutenden immediately attempted to round to in the Athens Channel, but could not effect it until he had dropped an anchor, and when the Rochester swung round, he weighed anchor and ran up alongside in time to take off about 150 passengers.

The pilot of the *Swallow*, William Burnett, is one of the oldest, most experienced and faithful pilots on the River—Captain Squires was with him at the wheel, when the boat struck, and such was the rapidity with which the water rose, that before he could reach the ladies' saloon he was knee deep in water.

According to his estimate, there were from two hundred to two hundred and fifty passengers on board, and he fears that these must have been a loss of several lives. As the lists and books of the boat, however, all went down with the stern, it is impossible at present to speak with certainty as to the number. The extreme thickness of the fog is assigned as the cause of the accident,—the pilot having been misled, and losing the right channel.

The passengers taken off by the Rochester, held a meeting on that boat, of which the following are the proceedings:

At a meeting of those passengers who were on board the steamboat *Swallow*, on her passage down the River, 7th of April 1845, held on the same evening, on board the steamboat Rochester, the Hon. Gideon Hard, of Albany, was appointed Chairman, and the Hon. James Jarvis, of New York, secretary. John Paine, James Jarvis, Gideon Hard, Day O. Kellogg and Samuel Cary, were appointed a Committee to recommend suitable resolutions for the consideration of the meeting.

The Committee reported the following resolutions which were unanimously adopted.

*Resolved*, That the steamboat *Swallow*, at the time of the happening melancholy accident this evening in the Athens channel, was running considerably below her usual speed, it being at the time very dark and the snow falling in such quantities as to render it very difficult for the Pilot to discover the shores.

*Resolved*, That Captain Squires of the *Swallow*, during the continuance of the danger to which the passengers were exposed, conducted himself with coolness and self-possession worthy of all praise, and by so doing contributed essentially to the passengers.

*Resolved*, That the thanks of this meeting are eminently due to the Captains of the Steamboats Express and Rochester, as well as to the citizens of Athens and Hudson, for the very prompt relief by which we are rescued.

*Resolved*, That the proceedings of this meeting be signed by the Chairman and Secretary, and such of the passengers as are present, and published.

GIDEON HARD, Chairman.

JAMES JARVIS, Secretary.

The Correspondent of C. Livingston, who was on the Rochester, writes:—"There was much excitement on board the Rochester, and the hundred of ready, to advise, and the many obstacles in the way of getting the boat afloat, rendered it a time of peculiar embarrassment to her commander. The moment when it was supposed that the *Swallow* was on fire was indeed one of trial to Captain Crutenden, yet he was cool, calm and collected, and commanded his vessel in such a manner as showed that he is a man to be depended upon in any emergency."

It is not yet certain that any lives are lost, though we can hardly hope that all were so fortunate as to escape.

## FARTHER PARTICULARS OF THE LOSS OF THE STEAMER SWALLOW—BODIES TAKEN FROM THE WRECK.

On Tuesday (8th), we despatched a reporter to the scene of the late melancholy disaster, who left the wreck the same evening at 7 o'clock. On his return yesterday morning we issued, in an Extra Tribune, the following additional particulars:

The steamer John Mason had been sent down to the *Swallow* to render any necessary or practicable assistance, and boats were constantly plying to and from her, from both Hudson and Athens.

Tuesday was devoted to the sad duty of probing the sunken wreck for the bodies of the dead, and with too fatal result. When our reporter left, seven bodies had been recovered—six being females. Among the latter had been already recognized Mrs. Briggs, Miss or Mrs. Wood, and Mrs. Colton, of Troy, whose husband came down on hearing the news of the disaster, and was present when the body of his wife was discovered.

A gentleman from Albany, whose name we could not learn, had just arrived in search of his two sisters, who were discovered in the wreck.

Mr. Gilson, who was on board with his wife, escaped, but can find nothing of her so far. It is possible, however, that she was taken up by the Rochester or Express.

P. H. Firman, Esq. of New York, was with his sister on board the *Swallow*.—He came down on the Buffalo yesterday morning, as did also Mr. Gilson.

J. C. Carl, Esq. of New York, was on board the *Swallow*, and came down yesterday morning on the Buffalo. He had truly a narrow escape, the particulars of which he narrated to us.

At fifteen minutes before nine o'clock, the *Swallow* struck, three times in quick succession. At first a general rush was made, but the Captain called out that there was no danger, as she had only struck a raft. This restored confidence in some measure, but lost to many, as Mr. C. thinks, the opportunity of jumping over from the bow where the water was shallow Mr. C. immediately ran aft, where he found the water already up to the guards and the boat rapidly sinking. He immediately went on deck, where the water in a moment made its way, and was soon up to his arms. Seizing a cane-bottomed settee, about six feet long, he pushed into the water and swam for the shore. After swimming and struggling with the storm and darkness, for about a half a mile, he was picked up by a boat, within fifty feet of the Ferry House at Athens in a state of utter exhaustion and insensibility. He

did not recover his consciousness until five hours after his rescue.

As he was in the act of leaping into the water he heard a woman's voice, in tones of agony, shrieking, "For God's sake save me!" and while swimming, so long as he can recollect, the noise of the life-struggle, mingled with cries and groans, was around him on every side. The boat that picked him up saved also five others. One man, on being seized by the hair and his head lifted out of water, exclaimed, "save her! save her! let me go and save her!" On looking farther, they found and succeeded in rescuing the lady, who was, as it appeared, only an acquaintance, who had been placed in his charge.

A gentleman of Detroit, named Huest, having a bag containing \$1,500 in gold jumped overboard with the bag upon his arm, but soon was obliged to let it go.—He was only saved by having fortunately grasped a narrow strip of board, as he jumped. Close after him came another man, claiming the board, with curses and imprecations. As he struck out from the boat he almost immediately went down, grasping the possessor of the board by the foot. He, however, released himself with great difficulty, and was saved.

From the best estimates at which we have been able to arrive, there were on board of the *Swallow*, at the time of the accident, not far from three hundred souls. Ninety-four were rescued, by the Rochester, about forty by the Express, and a number of others, (how many we could not learn) went up to Albany on the Utica and Robert L. Stevens.

The boat is a total wreck, and it is doubtful whether her engines will be saved. She lies on a high rock close to the Athens side of the channel, and between which and the Western shores no boat has ever gone. The pilot, Mr. Burnett, is accounted one of the best on the river, although a fatality seems to have attended his connection with the *Swallow*—having, as we learn, run on shore on one or two previous occasions.

The following, from the Albany Knickerbocker, Extra, contains some particulars not included in the above. It is submitted:

The boat in a very few minutes parted about in the centre, the forward deck falling into shallow water and the stern part into deep water. The ladies all of course were in the Ladies' Cabin, and in a minute after she parted the water came rushing in on all sides. Here again was a scene of horror and confusion, women and children screaming—some making the best of their way up on the state room decks through the upper windows and other being carried up by the stair way.

Capt. Squires mustered all hands for the steam of the boat, and commenced cutting away a passage through the state room deck down below—by this means several passengers were rescued by being pulled up. A Mrs. Starbuck and her daughter were rescued just in the last agonies of death. The daughter was with a child's strength and affection clinging to her almost dying mother and bearing her up—both were rescued.—There was a great many lives lost, there is no doubt, but it was impossible to learn how many last night. It is known that a Mrs. French and an old lady named Mrs. Lambert were drowned.

How many more it is impossible to say. The portion of the passengers who were on the forward part of the boat were saved of course, as they could make their escape to the shores—but many of the passengers in the stern must have drowned.

The chambermaid from whom we received the following particulars, was in the forward cabin at supper when the boat struck. She started immediately, and had just reached the Ladies' Cabin when the boat parted. One minute later, she says, and she would have gone to the bottom. About this time a fire was discovered raging in the vicinity of the boilers, which threatened the passengers who had been saved from drowning with a more horrid death—but fortunately, by the sinking of the boat, the fire made little headway and was soon got under.

Part of the crew and passengers of the *Swallow* came up on the Utica and Robert L. Stevens this morning. The passengers all speak in the highest terms of the coolness and courage of Capt. Squires and his officers. The *Swallow* was not insured. The John Mason goes down to the wreck this morning.

It was rumored that a young lady, a niece of Jonas C. Hearst, Esq. of Troy had died from fright, after having reached the shore in safety. We could not ascertain the truth of this report.

It is of course at present impossible to determine the number of persons lost; but it is the general opinion that it will not fall short of thirty—and may be as high as fifty.

The following letter we received per mail after we published the above in an Extra, and will be found to contain some additional information.

Catskill, Thursday, April 8th, 1845.

Dear Sir:—You have doubtless heard of the terrible disaster of the wreck of the steamboat *Swallow*. I was engaged in some professional business in this place, which is five miles below where the *Swallow* lies and on the same side of the river. I have just come from the wreck—it is on a rock or rocky island nearly opposite Hudson, and a few rods above the village of Athens. The rocky island is not half as long as the steamboat itself, it is a hundred and fifty feet from the shore as near as I can judge; when the tide is high it is fifteen feet out of water. She must have turned completely out of her true course in order to strike the rock, and had she varied fifteen feet to the right or to the left she would have gone safely ashore or safely on her course; but she ran upon the rock in such a manner as to elevate her bows to an angle of forty-five degrees—

This caused the whole weight of the boat to bear upon the bows, which caused her to break in two, leaving about one-fourth of the length of the boat elevated fifty-five degrees, while the stern was depressed so as to be entirely under water, and the water rushing in through the broken places contributed to sink her still more and to overwhelm the ill-fated passengers. I have

just been talking with the captain; he says that he told the passengers to go forward and get ashore; but that they seemed to be insane with fear, and a great many of them jumped overboard—even the engineer did so. Six bodies have been taken out of the cabin, but it is impossible to explore it yet, so as to know how many more are there.

Mrs. Coffin of Troy, and Mrs. Wood of Troy and an old lady, supposed to be Mrs. Wood's mother, and two other women and an unknown man—these have been found in the boat. None of those who jumped overboard and drowned have yet been found. The Captain says he thinks these must have been very numerous, judging from what he saw. Some estimate the loss at sixty—some more, but none less; but it must be quite uncertain. Some were taken off by the other boats and carried to New York. Some were, at their own request, landed at Catskill and returned to look for friends or baggage; some were picked up in row-boats and carried ashore; some swam ashore; some jumped over the bows of the boat upon the rock and were more or less injured. One man, Mr. Hinsdale, Agent of Graham, Bibb & Graham, 165 Pearl-street, swam about a mile before he got ashore, and while in the water contrived to get upon a board and then to disengage himself of his coat; the coat was picked up by the dock in Catskill. Judge Baker, of Washington County, was on board and saved himself by jumping from the bows upon the rock. He states that two ladies, who were put under his protection at Troy, are missing—they may have gone on to New York in one of the other boats, but he is apprehensive that they are yet in the boat. One of them is Miss Rhoda Thayer, of Hoosick falls, Rens. Co. sister to James S. Thayer, of New York. The other lady is supposed to be Mrs. Lockwood, of Troy, lately married and formerly Miss Mary Ann Bishop of Hoosick falls. An old gentleman, Mr. Hazen, of Troy, is now on board looking for his wife—he left her in the cabin and knows (so I was told) that she is there now.—One of the young ladies, whose body is recovered, was found with a novel (the Grumbler) clenched in her hand.—The Coroner is now expected every moment to hold an inquest over the bodies.

The wind is blowing a gale—the snow covers the surrounding mountains, and occasionally a squall of snow sweeps across the country in chilling and dismal accordance with the dreadful scene.

Yours, respectfully,  
J. STANLEY GRIMES.

[There are, of course, a great many rumors in regard to who has been lost, &c. but we have now published all that, up to the present moment, is positively known. Some days will necessarily elapse before all the sad particulars transpire.]

By the way, we learn that it blew great guns on the river Tuesday night. The South America was obliged to miss her landing at Caldwell's, although there were several passengers for that place, and also at West Point. When near Newburg a squall struck her, which almost capsized her. Altogether, it was a rough night, and the passengers, whose nerves were strung to the highest possible tension by the disaster of the *Swallow*, were kept in a state of constant excitement.

## FARTHER PARTICULARS OF THE ACCIDENT.

Great uncertainty still exists as to the number of persons that have been injured or lost by the wreck of the *Swallow*. The probability now is that a great many lives have been lost, but how many no one can tell. There appears to have been over three hundred passengers on board the vessel. Those who were on the forward part of the boat were saved, of course, as they could make their escape to the shore; but many of the passengers in the stern must have drowned.

We take from the Albany and Hudson papers of last evening such particulars as they have gathered. The Albany Evening Journal says:—"She left here at 6 o'clock with a considerable load of passengers, and when opposite Athens, 30 miles below this city, ran upon a small island while going at full speed. The violence of the collision was so great that the bow of the *Swallow* was bent nearly at right angle with the hull, and almost immediately after she struck, the water came pouring in through the openings in the bottom planks. It was nearly nine o'clock when the accident occurred, and passengers mostly on the main and upper decks. A few, however, remained in the after cabin below deck.

The waiters and hands were taking supper in the forward cabin. Alarmed by the shock, they rushed aft, the chambermaid passing through the entire length of the two cabins, and ascending by the after stairs to the Ladies' Cabin, on the main deck. The water followed with great rapidity, and within three or four minutes after the accident, the lower cabin was filled with water. The greatest alarm now prevailed, and every body hurried to the state-room deck. An opening was cut through the roofing of the state-rooms, and many clambered up on that, as the boat continued to fill and settle rapidly.

At this moment Capt. Squires heard some calls for help below, and descending to the main deck, then under water, rescued Mrs. and Miss Starbuck, of Troy, from imminent danger. Mrs. Starbuck, an aged lady, was immediately carried to the shore in a small boat, and every attention paid to her, but the exposure and alarm proved too much for her enfeebled frame and she died shortly after reaching the shore. This is the only life yet known to have been lost, though great fears are entertained that several persons may have been drowned in the main cabin. The chambermaid, however, who ran through this cabin, after the boat struck, thinks that every one had left it; and such we hope will prove to be the fact."

The Albany Atlas says:—"One of the chambermaids, who has returned to this city, states that she was in the after-cabin at the time the boat struck, and so great was the concussion, that she was thrown to the other side of the boat, and before she could get out of the cabin, the water was up to her waist. In the midst of this calamity, a new and more awful one threatened the passengers. The boat took fire

below, but fortunately the fire made little progress and was soon extinguished.

The passengers took refuge on the promenade and state-room decks. The Rochester and the Express, which left the city shortly after the *Swallow*, came up to it in about half an hour after the calamity and took off most of the passengers. It is difficult to ascertain what lives were lost. Mrs. Starbuck, of Troy, one of the society of Friends, it is said, jumped overboard, was picked up, and carried to Athens and died there. Mrs. Lambert and Mrs. French are also reported to be missing. Some of the rescued passengers were taken on board the Express, some on the Rochester, and some returned to this city by the R. L. Stevens. Of course many of the passengers have thus been separated from their friends, and the number of the missing may be greatly exaggerated.

The night was dark, stormy and cold, and in this city there was a fall of snow and rain during the evening.

A slip from the Hudson Gazette, dated at 5 o'clock on Tuesday evening, says:

We have visited the scene of destruction today, and a melancholy sight it is truly. The forward part of the boat is broke off by her forward gangway and her bows are thrown up nearly thirty feet and rest high and dry on island some twenty feet from the water.

The crash must have been tremendous, as every part of the boat is broken to pieces and will be a total wreck.

The loss of life is awful, and as yet no correct estimate can be formed as to how many have perished.

We are informed by the Captain that there were about 300 passengers on board. The scene that took place on her striking is indescribable, the gentlemen who had ladies in charge rushed for the Ladies' Saloon, and the Ladies who were in it rushed to the door to escape—the confusion and consternation was so great that a large number threw themselves headlong into the river, and many must have been drowned.

The accident took place about 3 o'clock in the evening; it was very dark and stormy, and the boat was under very moderate headway when she struck—had she been under full speed many more lives must have been lost.

Some who jumped overboard had a very narrow escape. Miss Cornelia Platt, a young lady of Detroit, who was on her way to New York, under the charge of Mr. C. H. Hicks of that city, left the boat on a settee and was taken up a short distance below, nearly exhausted. Mr. Hicks, when he went over, had his over-coat on, but finding that he could not do any thing with it on, and it requiring great exertions to keep the settee up straight, he succeeded in getting it off—the coat was found this morning nearly 5 miles below, in one of the pockets was a draft for a considerable amount. A large number of boats from Athens and from this city immediately went to relieve the sufferers, a number of persons were picked up. The steamboats Rochester and Express were just behind the *Swallow* when the accident occurred and they came side and rendered all the assistance they could, and took most of the passengers on board.

The stern of the boat sunk almost immediately and must have carried a large number down with it. At high tide the water is clear up to the upper deck over the state rooms, this afternoon at low water they succeeded in getting out six bodies—five women and one man. One was recognized to be the wife of George M. Coffin, of West Troy. The rest of the bodies were not recognized.

The John Mason has been down and taken all the baggage and what furniture they could reach belonging to the boat.—We understand that it is the intention of the owners to take out her engines and machinery immediately so that they can raise the stern and obtain the bodies of those who were drowned in the cabins.

The coroner of Greene county held an inquest over the bodies and returned a verdict according to the facts. The bodies were then taken to Troy that they might be identified by their friends.

Later.—Up to the date of our paper thirteen bodies had been found. It is apprehended that several more are yet to be discovered.

## THE COLLECTOR OF N. YORK.

The public should beware how they suffer themselves to be deceived and imposed upon, by those who are endeavoring to supplant the present Collector of this Port. One of the modes in which they are now practising their deception, is to have letters written from Washington, (or purporting to be from thence) to some of the newspapers in this city affirming that Mr. Van Ness will not be able to retain his place and even that it has been already offered to another, while, at the same time, great efforts are making from here to produce the impression at Washington that public sentiment in this city is adverse to the Collector: all of which, in both cases, we have reason to be convinced is entirely destitute of truth. We trust and believe that these efforts will fail of their intended effect, and will, in the end, serve only to expose the object, and motives in which they have had their origin, and to exhibit to the public the true character of the actors in this persecution. We have however the most positive assurance that no change in that office is contemplated.

New York Sun.

*Female Modesty*.—Remember, that the least false step in the life of a female, is seldom, if ever, forgotten; therefore conduct yourself at all times and in all places, with modest propriety, considering a heart free from pollution and crime of more value than the richest gems of Peru. Let your motto be *veritas* and religion; your guide, Holy Bible; your associates those who regard both the laws of God and man, always treating every govern your conduct rather than pleasure. Shun the libertine; however pleasing may be his earthly possession, regard him as a deadly foe; and ever worship at the shrine of innocence and truth, although it may be clad in the garments of penury and want.

The great horse race between Fashion and Peptonia, for \$20,000—has been fixed to come off in May on the Union Course.

# THE AGE.

WOODSTOCK, VERMONT:

THURSDAY EVENING, APRIL 17, 1845.

\$1.50! \$2.00!! \$2.50!!!

If you don't pay up by the time the vol. expires, you will have \$2.00 instead of \$1.50, to pay and if you do not pay till after the vol. expires \$2.50 is the word.—See terms. 256-4f.

## CONNECTICUT ELECTION.

The election in Connecticut on Tuesday the 8th, resulted in the choice of the whig ticket generally for State officers and members of Congress, and a majority of whigs to both branches of the legislature. Baldwin's majority, for Governor, over all is about 1500. The whig majority in the Senate will be from 10 to 12. In the House, about 30.

## STATE OFFICERS ELECTED—All Whigs.

Governor—Roger S. Baldwin.  
Lieut. Gov.—Rheuben Booth.  
Secretary—Daniel P. Tyler.  
Treasurer—Joseph B. Gilbert.  
Controller—Abijah Carrington.

Dist. Congressmen elected—all Whigs.

1. Hartford and Tolland—James Dixon.  
2. N. Haven & Middlesex—S. D. Hubbard.  
3. N. London & Windham—J. A. Rockwell.  
4. Fairfield & Litchfield—Truman Smith.

State Senators Elected.

Dist. 11 Fred'k Edwards.  
1 W Stuart. 12 Darius Mead.  
2 J W Stoughton. 13 Elisha Potter.  
3 Richard Bacon. 14 William Lyon 3d.  
4 Aaron N Skinner. 15 William Beebe.  
5 Selah Strong. 16 Leman W Cutler.  
6 John R Wilcox. 17 Philo Kellogg.  
7 Albert Latham. 18 Noah L Childs.  
8 D R Wheeler. 19 Friend Dickinson.  
9 Edward R Warren. 20 Orson Wood.  
10 A A Pettingill. 21 Thomas Clark.

Whigs in roman, 16; Democrats in Italic, 5

## Representatives Elected.

	Whig.	Dem.	No choice.
Hartford County	18	15	4
New Haven "	15	9	5
Fairfield "	19	8	1
Litchfield "	19	8	5
New London "	11	10	3
Windham "	11	4	3
Tolland "	8	8	4
Middlesex "	7	8	4
Total	108	69	29

Whig majority, 39. Whig maj. in same counties last year, 25.

We must be willing to accord something to our old opponents. One thing is very evident, the aggregate vote is surprisingly small, and our Democratic friends have yielded a triumph when a regular pitched battle would have declared them victors.

## BROOKLYN ELECTION.

The democrats on the 8th succeeded over whigs and natives, elected Thomas G. Talmage mayor, a majority of aldermen, and 19 out of 18 members of the common council.

The vote for Mayor stands:

	Whig.	Native.	Dem.
Wards.	Hall.	Rockwel.	Talmage.
1	234	53	147
2	210	165	477
3	414	152	148
4	467	249	381
5	158	251	743
6	235	240	539
7	230	351	562
8	9	32	88
9	45	35	106
Total	2,002	1,523	3,191

Dem. over Whig, 1189; Whig and Native over Dem. 339.

The new Common Council is as follows:

Wards.  
1 James Humphrey, Frederick A. Lee.  
2 George W. Sullwell, Samuel S. Powell.  
3 David A. Boice, Jesse C. Smith.  
4 Charles C. Fowler, Abraham Crist.  
5 Thomas J. Gerald, Isaac N. Dolbear.  
6 J. M'INTYRE, —INGERSOLL.  
7 Edward Macomber, Joshua W. Osborn.  
8 William Burbank, Cornelius Bennett, Jr.  
9 William H. Campbell, Martin R. Meeker.

Whigs in Italic, 6—Natives in SMALL CAPS, 2—Dem. in roman, 11.

## ALBANY CHARTER ELECTION.

Paige, the Democratic candidate elected Mayor!

We have the gratification to announce, says the Argus, the election of JOHN KEYS PAIGE to the mayoralty of this city, at the election yesterday. This is a result which under all the circumstances, is a proud one for the democracy of the city. Last year the whigs elected Mr. Humphrey by a majority of 624. Now they are beaten, upon a larger vote by a majority of 27. The vote last year and this stands, as follows on Mayor:

This year.	Last Year.
Paige, 3,149	Stanton, 2,641
Humphrey, 3,122	Humphrey, 3,266
Total	27

Increase of votes this year, 364.

The Common Council stands as last year—9 democrats to 11 whigs—a result which a dozen votes in the 10th ward alone would have reversed.

The whigs carry one Alderman in that ward by five votes, and another by 13. They also carry one Alderman in the 3d by 9 votes.

The Democrats carry their Aldermen in the First, Second, Seventh and Eighth wards.

The whigs carry theirs in the Third, Fourth, Fifth, Sixth and Tenth.